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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

50X1

COUNTRY Latvia
SUBJECT Liepaja Locomotive and Freight Car Repair Shops

DATE DISTR 31 Dec 1952 50X1

NO. OF PAGES 2
50X1

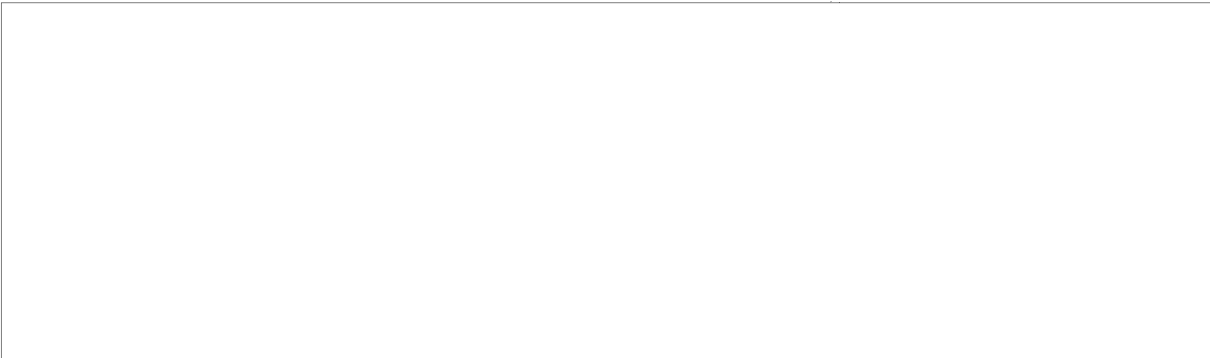
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SUPPLEMENT TO
REPORT NO. 50X1



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operation as in other comparable industries. Efficiency of our labor was relatively high, but it decreased under the Soviet occupation. The Stakhanovite method which was introduced by the Soviets, increasing the amount of work without a comparable pay increase, was the main reason for the decrease in efficiency. Approximately 10% of our employees was trained technically; another 10% was in the semi-skilled category; and the remainder was of common laborers. Labor turnover was small. Employees were on a more permanent status during the time of Latvia's independence than after the Soviet occupation,

- Under Soviet domination the labor force was doubled and there was a large labor turnover. Absenteeism increased greatly despite strict labor control by the MVD. This came about mostly because wages dropped considerably. Each plant, depot, freight yard, and passenger station had a special MVD unit for personnel control.
- There were occasions when damage which was done to machine tools was regarded as sabotage. Of course, the MVD, the security police, and the Party cell leaders looked upon each manufacturing failure, damage, or accident as sabotage.
- Workers' pledges or commitments to raise production, which were initiated by Party members, were not reached after one year under Soviet occupation. One year was not sufficient time, however, to evaluate the significance of these pledges.
- The two-axle box car was the predominant type of car repaired. Repair work was done also on four-axle passenger cars and on both passenger and freight locomotives.

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- 2 -

6. Normal car retirement age was about 40 years. Cars were inspected thoroughly before they were retired; decisions were made as to their further usefulness. If a car was in bad condition as a result of a traffic accident or some other cause, retirement came before the normal retirement age.
7. In the repair shops lifting of locomotives was by means of mechanical jacks; pneumatic jacks were used for box car lifting. Boilers were lifted by a 25-ton elevating crane. There were also many other elevating cranes and hoists. Each of the divisions had general and special machine tools which were approximately 25 years of age and of German manufacture.
8. Following is a list of the divisions and the approximate floor area which each division had:

Locomotive Division	55,000 sq ft
Boiler Division	25,000 sq ft
Tender Division	18,000 sq ft
Freight and Passenger Car Division	72,000 sq ft
Motor Car (Tract)	8,000 sq ft
Axle Division	10,000 sq ft
Foundry (non-ferrous)	2,500 sq ft
Forge Shop Division	8,000 sq ft
Machine Tool Division	15,000 sq ft
Storage area	18,000 sq ft

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